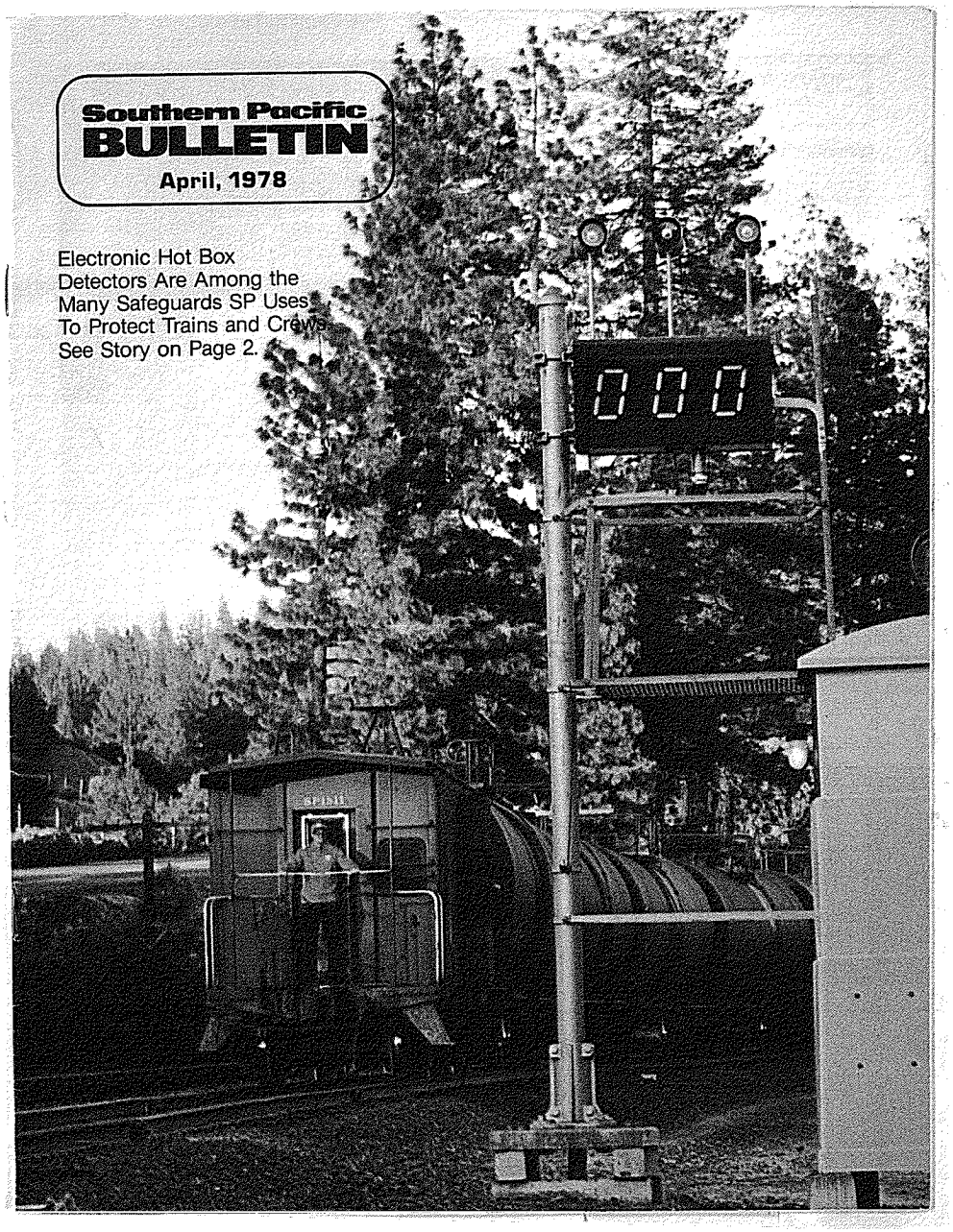
Southern Pacific BULLETIN

April, 1978

Electronic Hot Box Detectors Are Among the Many Safeguards SP Uses To Protect Trains and Crews. See Story on Page 2.



SOUTHERN PACIFIC BULLETIN
Volume 62, Number 4
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Cover

SP's electronic "silent watchmen" monitor our operations against hot boxes, dragging equipment, loose wheels and other hazards. The "000" readout on the hot box detector at Magra, Calif., near Donner Pass, signals Crewmember Lawrence J. Little that there are no hot boxes on his freight train.



SP's Hazardous Materials Control Section has six vans like this one equipped with all the tools, personal protective gear, and electronic detection equipment usually needed to deal with emergencies. "Proximity suit" modeled is used in fire fighting.

Handling Hazardous Materials: A Tough But Essential Job

Two recent tragedies in the East followed derailments of trains carrying hazardous materials. One derailment took place at Waverly, Tenn., and the other — caused by sabotage — near Youngstown, Fla.

These accidents have generated understandable public concern about the whole problem of transporting hazardous materials safely. Southern Pacific people will, we believe, be especially interested in what our railroad is doing about its responsibilities in this area.

But, first, some general observations about hazardous materials:

• Shipments of dry chemicals, liquids and gases classified by the U.S. Department of Transportation as hazardous — because they are potentially flammable, toxic, explosive or corrosive — move as an everyday occurrence over all major highways, railways and waterways. Many also move by pipeline.

"It's estimated that an average of about one out of every 10 trucks and one out of every 23 rail cars carries these commodites," Vice President-Operations Alan D. DeMoss points out. "On any given day, about 250,000 shipments of hazardous materials are moving in the U.S. by truck, rail, barge or ship. Even the gasoline tank truck on the highway is, of course, carrying a potentially hazardous cargo."

• Today, because of the increasing complexity of our industrialized society, there are more than 1,600 commodities classified as hazardous, as compared to about 40 products so classified that moved by rail at the beginning of this century.

• These products must be transported, because they are vital to our everyday life. Chlorine, for instance, is used for water purification and sewage treatment by just about every community in the country. Other items classified as hazardous include liquefied petroleum gas (LPG), used for home heating; anhydrous ammonia, used as a fertilizer; and vinyl acetate, used in the manufacture of synthetic materials. Also on the hazardous list are chemicals and gases essential to petroleum refining, processing of leather, preparation of food, and manufacture of detergents, household bleach, insecticides, plastics, synthetic rubber and many other products.

Railroads carry very substantial quantities of these materials. In 1976, the latest year for which nationwide figures are available, more than a million carloads of substances classified as hazardous traveled by rail — adding up to about 80 million tons. Southern Pacific alone handles about 100,000 carloads of such commodities a year.

"Obviously, these products are not only needed by the American people, but they constitute an important part of the business of the railroads," says General Manager John D. Ramsey . "As common carriers, we have an obligation to transport them, provided they have been properly packaged and loaded in accordance with our rules and the rules of the regulatory agencies."

Ramsey is past chairman and presently a member of the Steering Committee of the Association of American Railroads' Bureau of Explosives, which provides expert guidance to the railroad industry on the safe handling of hazardous materials.

"Railroads are by far the best and safest carriers of hazardous cargoes," he adds. "Their private rights of way provide a controlled environment which is much less dangerous to the public than streets or highways."

(Similar statements have been made during the past few weeks by several officials of the Federal Railroad Administration.)

"Beyond that," Ramsey says, "railroads have trained people capable of handling the job in a professional manner. On SP, we think our people are second to none in this capability."

In a recent statement, James King, chairman-designate of the National Transportation Safety Board, noted that only about 2.4 percent of all transportation accidents involve hazardous materials. But of those accidents that do occur, he said, 91 percent take place on the highways and involve motor vehicles. Only about nine percent occur in rail transportation.

Railroads provide an essential service in carrying the large quantities of hazardous materials that are considered necessary to our daily living. In fact, in many cases there is no satisfactory alternative to moving these commodities by rail.

"Imagine the outcry," an AAR vice president said recently, "if 80 million tons of volatile, corrosive or otherwise dangerous materials were suddenly transferred to the nation's highways!"

"Not only is the job an important one, but railroads have an obligation to do it safely," DeMoss points out, "and they are certainly making a strong effort to accomplish this."

For example, they are spending huge sums to maintain and improve their track and equipment — more than $9 billion in 1977. This was an all-time high, despite some of the lowest industry earnings since the Depression years. Rail and tie installations last year reached the highest point in 20 years.

A rail industry group has been conducting a comprehensive, $3 million study of tank cars, which carry the bulk of hazardous materials over the railroads. The initial recommendations of this group have been adopted by the Department of Transportation, which has set new safety standards for these cars.

There are about 170,000 tank cars in the national rail fleet, almost all of them owned by private, non-railroad

Continued on page 4

"Railroads are the best and safest carriers of hazardous cargoes. Their controlled environment is much less dangerous to the public than streets or highways."

A Prompt, Effective Response

The recent unfortunate derailment of a Cotton Belt freight train carrying hazardous materials (see page 14) is precisely the type of incident we are doing our utmost to prevent. The lead story in this issue of the *Bulletin* explains some of the measures we are taking to transport these commodities — which are essential to everyday life — in a safe and efficient manner.

Our rules, instructions and operating procedures are designed to prevent accidents. However, we are prepared to respond promptly and effectively to emergencies, if they should occur, as was clearly demonstrated in the recent incident at Lewisville, Arkansas.

Our own hazardous materials experts were able to give immediate advice to people at the scene on how best to deal with the emergency. Working closely with firefighters and law enforcement officers, they helped us safely control the fire and other potential hazards which followed the derailment.

Our people knew instantly what materials they were dealing with in all cars of the train, and the established procedures for fighting fires involving such materials were promptly employed.

We are very thankful, of course, that no one was seriously injured in the accident, and that the three Cotton Belt train crew members who were hurt are now on the mend. We are also pleased that the precautionary action by local authorities in evacuating the area went smoothly and well.

Cotton Belt repair crews were assisted by specialists flown in quickly from as far away as Oregon to make sure the derailed cars and their loads were safely picked up and the railroad put back into service.

Our training programs and emergency procedures proved themselves at Lewisville — especially with the fine cooperation of local authorities. We can take pride in the professionalism with which our people responded to this incident.

President

To provide the safest possible track structure, SP expects to spend $281 million this year to strengthen and improve its 'freeway for freight.'

companies. The 2,800 rail-owned tank cars are used mainly to carry diesel fuel for the railroads' own use.

Under the new regulations, all new tank cars which carry the most hazardous commodities — such as flammable gases — must have thermal insulation and head shields (metal plates on each end which guard against puncturing). Improved couplers are also required. By 1981, all existing tank cars of this type must be refitted to meet these standards. There are also new regulations which apply to other types of tank cars.

Numerous other rail industry safety programs are underway; a major research project on track-train dynamics (see Summer, 1976, SP *Bulletin*), a locomotive cab safety program, various efforts to provide more information to those responsible for dealing with accidents involving hazardous commodities, and a newly established Task Force on Rail Transportation of Hazardous Materials, co-sponsored by the AAR and the Manufacturing Chemists Association.

President D. K. McNear is a member of this top level task force, which will study all aspects of hazardous material handling and develop recommendations on equipment design, loading and unloading practices, transportation methods and other matters.

Southern Pacific assigns a very large part of its annual operating budget to providing the safest possible track structure for every train, regardless of what it carries. Last year the Company spent about $259 million to strengthen, maintain and improve its "freeway for freight." This year, business conditions permitting, it expects to increase that figure to $281 million. It also plans to spend $283 million in 1978 to keep its cars and locomotives in top operating condition.

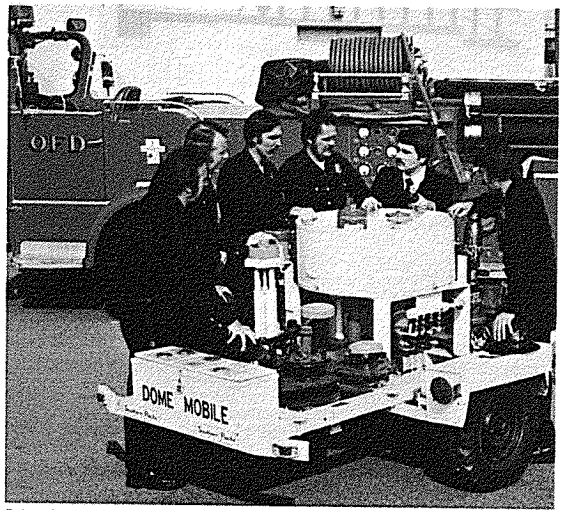
SP has identified the major routes over which hazardous materials move and these are inspected regularly and often. Our major main lines are checked at least twice a week, and lesser lines that do not have automatic block signals are checked more often. In both instances, this exceeds FRA inspection standards. Freight cars, too, get a careful visual inspection at originating terminals, when received in interchange, and at frequent intervals as they move over our lines.

Our track is also inspected regularly by a rail detector car which locates ultrasonically and electronically any internal flaws in the rail. Similarly, we are now operating our new $625,000 track geometry car, the most advanced unit of its kind in the world, over the entire system to pinpoint any track conditions that need correction.

Also safeguarding our trains and crews is SP's $29 million rail and equipment failure detection system. This system is made up of electronic "silent watchmen" which monitor our operations against hot boxes, dragging equipment, loose wheels, high water, rock slides, earthquakes and other hazards.

Cars containing hazardous materials are carefully inspected before we accept them for shipment, and we keep continuous watch on them. We have

Continued on page 10



Robert Andre, supervisor, hazardous materials control, San Francisco, uses "Dome Mobile" to show members of the Oakland Fire Dept. how to safely stop tank car leaks. This training has been presented to city firemen, SP employees and shipper representatives.



Monroe Gilbert, left, with the aid of Lewis Green, dons special breathing apparatus needed in certain types of emergencies. Both are members of the Hazardous Materials Control Section and are headquartered at Houston.

New Generation Locomotives Tested

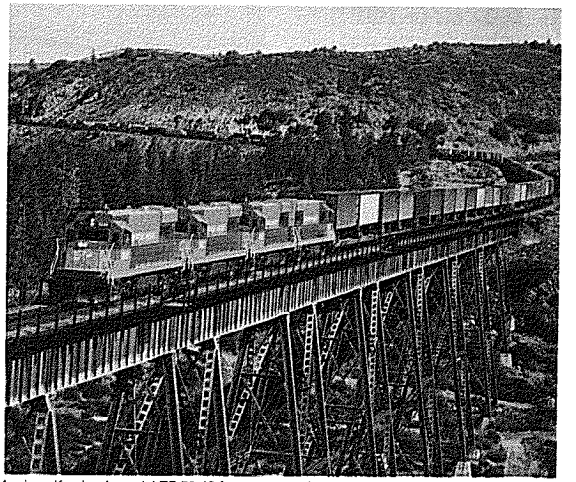
Southern Pacific has accepted delivery on 12 new-generation locomotives — four each from three different manufacturers — for testing in regular freight service.

Four of the newly designed locomotives are 3,500 h.p., 4-axle, 4-motor units manufactured by the Electro-Motive Division of General Motors at LaGrange, Ill., as model GP 40-X. EMD claims design improvements in two important areas: improved traction, which is almost equivalent to 6-axle units, and improved fuel economy, partly because of the lighter overall weight and partly because the 40-X will use 16 cylinders to develop 3,500 h.p. vs. the traditional 20 cylinders to produce 3,600 h.p.

Another four are 3,000 h.p., 4-axle, 4-motor units manufactured by General Electric Company at Erie, Pa. GE says the new locomotives, model B 30-7, are state-of-the-art motive power designed with new engineering concepts to improve reliability.

The other four will stand out on the railroad because they feature a different, experimental color scheme of red and orange over gray trucks with white lettering. The 2,800 h.p. units were manufactured by Morrison-Knudsen at Boise, Idaho, and Southern Pacific is the initial purchaser of this model. The TE-70-4S designation indicates a tractive effort of 70,000 pounds on four axles using Sulzer diesel engines made in Switzerland.

The railroad has no plans at this time to paint any other locomotives in this or any other new paint scheme.



Morrison-Knudsen's model TE-70-4S features experimental color scheme of red and orange.



General Electric's model B 30-7.
Photo: Earl Richmond



General Motors' model GP40-X.
Photo: Geoff Brunner

SP, RI Reach Line Purchase Agreement

We have just received word, as this issue of the *Bulletin* goes to press, that Southern Pacific Transportation Company and the Chicago, Rock Island and Pacific Railroad Company have agreed in principle for Southern Pacific to purchase the Rock Island's railroad properties and operating rights over 966 miles of line between Santa Rosa, N.M., and St. Louis, via Kansas City.

The line to be purchased is part of the Golden State route between Southern California and the Midwest, which has been operated by the Rock Island and Southern Pacific since 1902. Southern Pacific has been seeking to acquire this line since the SP-Rock Island merger case first went before the Interstate Commerce Commission in 1964.

SP Chairman B. F. Biaggini and William M. Gibbons, trustee of the properties of the Rock Island, said the purchase price is to be $57 million, to be paid in cash at the time the transaction is closed following approvals by the ICC and the Rock Island's reorganization court in Chicago.

Gibbons reported on April 6 to U.S. District Judge Frank J. McGarr in Chicago that a definitive contract covering the transaction would be presented to the court for approval as soon as possible.

The Rock Island is headquartered in Chicago and operates more than 7,000 miles of railroad in 13 states. It has been in reorganization since 1975.

As this case progresses, the *Bulletin* will report on further details.

SPPL Chemist: A Wizard for Quality Control

He was one of the original pipeliner gang.

When Southern Pacific Pipe Lines, Inc. started its operations in 1955, Stanley E. Doolittle signed on as a chemist at Phoenix, eager to be a part of the exciting new venture.

Today, more than two decades later, Stan is still with the SP Pipe Lines, enthusiastic as ever about his work.

Stationed at the pipeline facility in Rocklin, a few miles east of Roseville near the Sierra Nevada foothills, Doolittle is the overseer of the Northern District's testing laboratory where he conducts his chemical wizardry.

"My prime objective," he says, "is to see that each petroleum product entering our pipeline system — be it gasoline, stove oil, diesel, aircraft fuels, whatever — reaches its destination with no degradation in quality."

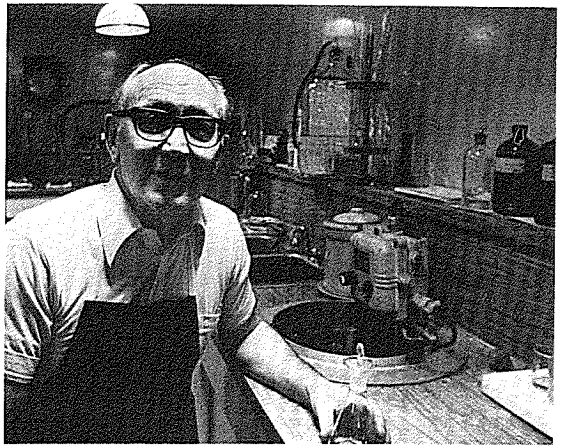
Doolittle constantly tests samples of these products during and after completion of movements, looking for trouble signals.

"In a multi-products pipeline system such as ours, there are four possible sources of quality degradation," the chemist points out. "We look for commingling or mixing of different products, internal pipeline corrosion, film forming substances on internal pipe surfaces and water."

For example, if tests indicate that internal corrosion of pipe walls is present, Doolittle will recommend that a corrosion inhibitor be put into the pipeline, or that a filtration program be started.

Since water is the primary source of internal pipeline corrosion, isopropyl alcohol is used frequently to dry out the system. Isopropyl alcohol is used as recommended by the chemist, to eliminate contamination of aircraft fuels by film forming substances. Pipeline scraper programs, to maintain a clean pipeline internally, are often initiated, based on the laboratory test results.

Aircraft fuels, both commercial and military, require particularly close surveillance and testing during pipeline movement and in storage tanks.



SPPL Chemist Stan Doolittle constantly tests petroleum products to see that they arrive at their destination without degradation of quality.

After delivery has been made in a quality control storage tank at an SPPL facility adjacent to an Air Force base, for instance, samples are dispatched to Doolittle for thorough testing. Present at each of these sessions — nine or 10 times a month — is a government representative from DCASR (Defense Contract Administration), who attests in writing to the completeness and accuracy of these tests.

"The fuel must meet strict federal specifications covering aviation turbine fuels before it can be pumped to Air Force base storage tanks," Doolittle explains.

Commercial airlines are good customers.

The Brisbane SPPL station, for example, carries about one million barrels of commercial turbine fuel a month to the San Francisco International Airport for the airlines' use.

"Think what expense and congestion on the highways would result if there were no pipeline," Doolittle muses, "and all that fuel had to be transported by tanker trucks."

Doolittle's territory includes Bay Area refineries at Richmond, Oleum, Martinez, Avon, Benicia and Concord, plus the Air Force storage tanks in Martinez.

SPPL stations and terminals in the Northern district are at Richmond, Concord, Brisbane, San Jose, Oakland, Stockton, Atwater, Sacramento, Roseville and Chico in California; Portland, Albany, and Eugene in Oregon; and Reno, and Fallon, Nev. which serves a nearby U.S. Naval Station.

Doolittle's counterpart in Phoenix is Robert Brewbaker, chemist for the Western and Eastern Districts.

SPPL has grown and prospered through the years. In 1956 it transported just under 11 million barrels of gasoline and petroleum products, mostly from Los Angeles and El Paso into Arizona. Today the company's annual volume exceeds 225 million barrels, moving through nearly 2,500 miles of pipelines in six western states.

"The pipelines, I think, are vital additions to SP's diversified transportation system," Doolittle says. "Most of them are built on the railroad's right-of-way. They are unobtrusive, mostly out of sight, and do not create noise, air, ground or water pollution."

What does he like best about his job?

"Well, it's a small company, fewer than 400 of us, and you get to know nearly everyone — including top management," Doolittle says. "I'm a chemist. I do my job and nobody bothers me."

He picks up a test tube and grins. "It is, and has been from the beginning, a fine company to work for."

Those are the words of a charter member.

—Bill Robertson

'Hidden Paychecks' Offer Valuable Benefits

How much do you earn?

Not too many years ago that question could be easily answered by stating your salary. In the last few years, however, a second factor is playing an increasingly important role in determining a job's compensation. It's called benefits.

An employee who asks "How much does the job pay?" follows up with "And what are the benefits?" Employees have come to expect paid holidays, paid vacations, retirement funds, unemployment insurance, and welfare and health plans for themselves and their families, yet they often fail to put a dollar value on what they are receiving.

For every paycheck you take home, there is a "hidden paycheck" of benefits that goes along with it. It represents an addition of 40 percent over your direct paycheck amount. Benefits paid out in 1977 for employees of SP's railroad subsidiaries amounted to approximately $261 million.

Last year 39,000 SP railroad employees were paid about $615 million in direct wages and another $261 million were paid for benefits. This means that an average employee would have received $1314 in wages plus $557 in benefits per month.

Wages and benefits are an important part of any labor agreement. Railroads and labor unions are currently meeting in Washington in an effort to work out changes in their labor agreements.

All of these negotiations involve situations where employee representatives are attempting to get more compensation for their work while employers are trying to achieve a reasonable increase in productivity in return for a reasonable increase in wage rates. Resolution of this tug of war usually comes with both sides giving up some of their demands.

Compensation Paid to SP Railroad Employees in 1977

DIRECT WAGES	
Straight Time	$562 million
Overtime	53 million
Total	$615 million
BENEFITS	
Holidays, Vacations, Sick Pay, etc.	$103 million
Railroad Retirement	99 million
Railroad Unemployment	15 million
Health & Welfare Insurance	44 million
Total	$261 million
Grand Total of Wages and Benefits	$876 million



For each cancelled check Control Clerk Shirley Ibsen holds, an employee received an average "hidden paycheck" in benefits worth 40 percent more.

Average Company benefits per railroad employee exceeded $6,600 in 1977.

These negotiations often move cautiously because of the large sums of money represented. Although none of us as individuals would consider a one percent increase in compensation as very significant, this would cost the company $8.7 million for its 39,000 railroad employees.

Multiply the reported demands and offers at the negotiating tables by this figure and you get some idea of the amount of money involved and why both sides move so cautiously during the negotiations.

When you receive your next paycheck, remember the "hidden paycheck" that comes along with it. It's a valuable and important part of your compensation.

Bring home the bacon.



Take stock in America. Buy U.S. Savings Bonds.

Bring home the bacon. And bring home the bonds — U.S. Savings Bonds. Through the Payroll Savings Plan, it's convenient and automatic. It is also a pleasant surprise to discover how easily you can save money. Before long, you've got money saved for a special vacation, a new car or boat, or new furniture.

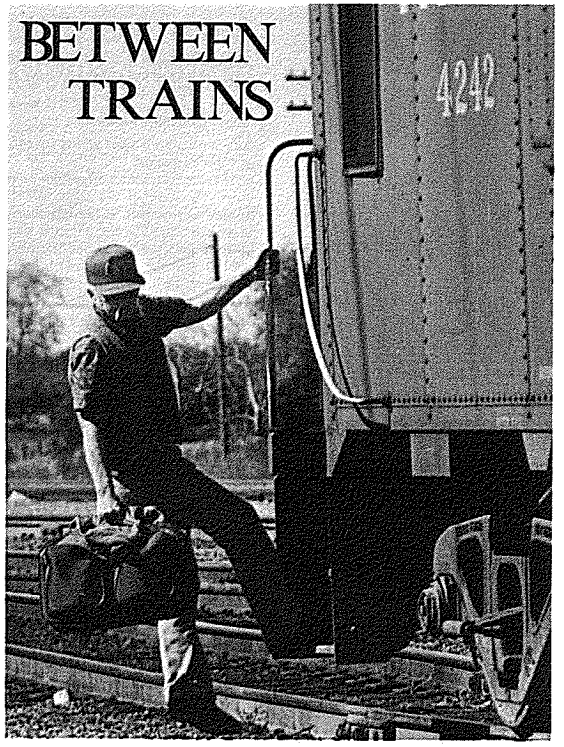
U.S. Savings Bonds are a safe investment with interest rates guaranteed to maturity. They pay six percent interest when held to maturity of only five years. Interest is exempt from state and local taxes, and federal tax can be deferred until redemption.

By comparison, a savings account would have to earn 10.35 percent interest to match the earning rate of a Savings Bond with its tax advantages.

Bonds are "indestructible" and will be replaced without charge if lost, stolen, mutilated or destroyed. And they are convenient to buy. The money comes out of your paycheck automatically before you see it and the bonds arrive regularly each month in the mail.

What could you do with $2532? By starting a $37.50 monthly U.S. Savings Bond allotment today, you will have that amount in only five years — and plenty of good ideas on how to spend it. Sign up today.

BETWEEN TRAINS



Conductor Leo Bernardi, a 28-year SP veteran, arrives in Roseville at the end of his day's work. Like many other trainmen and enginemen throughout our system, his job has taken him away from his home terminal in Oakland, and it's here in Roseville that he will rest and wait to be called again for duty.

Between trains Bernardi will stay at special motel-like accommodations provided for crews at their away-from-home terminals. At Roseville and 16 other locations throughout the system, SP has provided more than 660 private rooms in modular complexes which also feature recreation buildings with color televisions, card tables and lounge chairs.

Here crews rest, talk about the world's problems or the newest scuttlebutt, read the newspaper, watch television or just kill time.

Although all of the modules look similar, each location takes on its own personality. Dunsmuir's modules are situated next to the Sacramento River. Its rushing waters lull crews to sleep all year round and keep them hoping for that "big one" during the fishing season. In Sparks, an excellent meal at a nearby casino is within walking distance, while lively conversations and never-ending train stories go on around the clock in the recreation room.

Pictured on these pages, then, are some of the activities of SP crew members between trains.

The modules at Dunsmuir (below) are a "home away from home" for some train crews. There are signs all over the place, like the one at right, which give the complex managed by Bill Frebrero (below right) a special personality of its own.





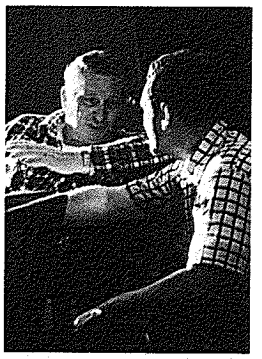






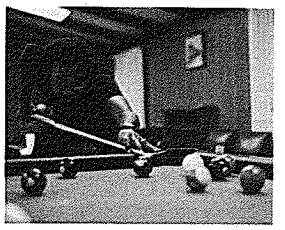


"That's nothing. Listen to this!" Railroaders certainly love to talk — and what tall tales they sometimes tell. A serious discussion, the latest joke, or idle conversation help pass the time between trains. Top left: Engineer Gary Smith (left) and Conductor Les Erickson. Middle: Smith and Conductor Will Burroughs (right). Below left: Engineers Quinton Cravens (left) and Luis Rados. Below: Conductor Richard Gadberry (left) and Engineer James Lillie — all at Sparks.

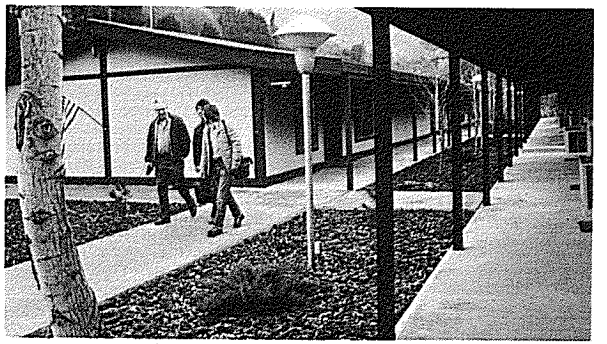




Waitress Jennifer Fidler (left) serves a hearty breakfast of steak and eggs to Fireman Jim Powell (middle) and Engineer Alex O'Donoughue before they leave Dunsmuir. At Roseville, Brakeman Bob Conley (below left) plays pool in the recreation room. Railroaders know a million different card games (below), or so it seems. Left to right: Brakeman Tom Gullingsrud, Firemen Greg Fong and Ron Flint and Brakeman Quentin Kirkman (Dunsmuir).



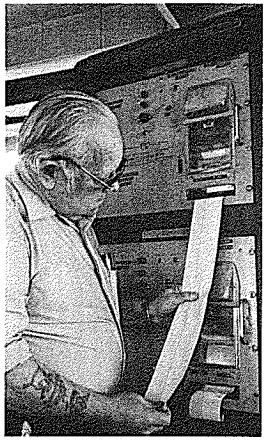






It's back to work (above). Engineer Don Hurley (left), Fireman Greg Fong and Brakeman Quentin Kirkman (right) leave the modules at Dunsmuir to report for duty. Conductor Gene McKinney (left) climbs aboard his caboose in Sparks — headed for home.

Handling Hazardous Materials: A Tough But Essential Job *(concluded)*



Eddie Houldson, lead car inspector, West Oakland Tower, checks read out tape from hot box detector, one of the many electronic units on the system which help protect our trains.

> ". . . we have placed top priority on the training of our people. As a result, they are the best and safest railroaders in this country."

rules governing where they may be placed in trains, and trains carrying certain types of hazardous materials get a special identifying letter. If liquified petroleum gas is involved, for example, the train gets a "K" designation and becomes subject to specific speed and other operating restrictions.

The waybill for each carload of hazardous materials identifies the car's contents by name and by commodity code number (a key to additional information about the commodity) and lists its hazardous classification. In most cases, these documents also provide an emergency phone number for contacting the shipper, should this be necessary.

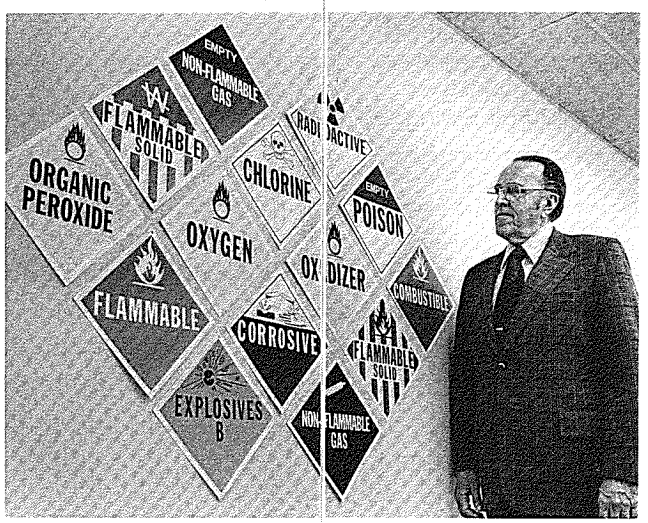
Each train carrying commodities of this type also receives a consist list which gives the classification of the hazardous loads and their position in the train. In addition, the engineer and conductor are provided with a train graph profile which shows the location and type of hazardous commodity cars.

Waybill data on each hazardous material car is also entered into the TOPS computer, so that — with only the car's number and initials — we can locate it within seconds anywhere on the system and obtain immediate information on its contents, how it is classified, who its shipper is and where it is going. In the near future, the computer will also be able to provide detailed information on how best to respond to an emergency involving the car and its contents.

This latter information is already available in a 700-page book aboard every caboose. Dispatchers and other key SP people also have copies of this AAR Bureau of Explosives publication, "Emergency Handling of Hazardous Materials in Surface Transportation," which lists emergency response and firefighting information on some 1,650 chemicals. SP gave copies of an earlier edition of the book to fire departments along its lines and is presently in the process of distributing about 2,000 copies of the new edition to them.

Posters explaining the DOT's car placarding system have also been placed aboard our cabooses. Each hazardous material car is required to have appropriate DOT placards posted on it indicating the type of hazardous commodity it carries. Examples of these placards are pictured above.

"While we devote our main effort to the prevention of any incidents involving hazardous materials," Ramsey says, "we have nevertheless set up a group of recognized experts who are available at a moment's notice to direct the proper response, should an incident or spill occur."



Robert E. Hart, superintendent, Harardous Materials Control, San Francisco, looks over some of the DOT placards which must be posted on rail cars or trucks carrying hazardous commodities.

The six men in the Hazardous Materials Control Section of the Damage Prevention and Loading Services Department have had about 90 years of experience in all aspects of this field.

The group is headed by Robert E. Hart, superintendent of hazardous materials control, a 32-year veteran of service with the AAR's Bureau of Explosives and formerly one of its senior inspectors. The other members are Monroe Gilbert, superintendent, Houston; Supervisors Robert Andre of San Francisco, Lewis Green of Houston, and Joseph Wolflick of Los Angeles; and Assistant Supervisor Edo Pieracci of Roseville.

They have at their disposal six ¾-ton vans equipped with all the tools, personal protective gear (such as full "environmental" suits) and electronic detection equipment usually needed to deal with emergency situations. Also available to them are four trailers with even more sophisticated equipment. These units are strategically located across the system in readiness for quick on-the-scene assistance.

In addition to being on call 24 hours a day, the six specialists have been conducting a systemwide training program to instruct SP employees on how to deal with leaking tank cars, one of the railroad industry's recurrent headaches.

Railroad employees, of course, do not themselves load or unload tank cars, most of which are owned or leased by shippers, but all too often they have to deal with "leakers," which are the result of improper loading.

With the aid of the "Dome Mobile" (pictured on page 4) — a specially constructed tank car simulator — the SP instructors have given more than 3,000 of our people "hands on" training on how to safely stop tank car leaks.

SP's three-hour Dome Mobile program has also been presented to more than 15,000 firemen in over 300 fire departments during the past three years, and it is put on regularly at several colleges and universities, along with other material on the handling of hazardous commodites.

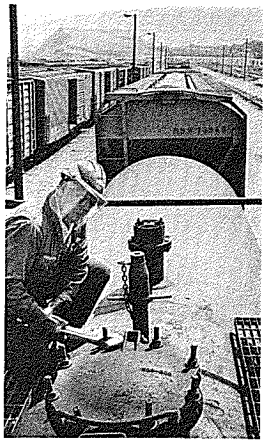
Among these institutions are Texas A&M, which has the largest and most widely recognized fire science training school in the country, Chabot College in San Leandro, Calif., Arizona State's Fire School and the California Division of Forestry Training Academy.

A major article in the March issue of *Firehouse Magazine,* a national publication which goes to fire departments across the country, describes the Dome Mobile program in detail and praises SP's "innovative approach" in making it available to firefighters in the communities along our lines.

Dozens of fire chiefs in our territory have also praised the instruction given their people by Hart and his associates. For example, Kern County (Calif.) Fire Chief Phil Anderson recently told a Bakersfield newspaper that the SP seminars for firemen are "very impressive."

The Dome Mobile program has also been tailored to meet the needs of shippers and has been presented to more than 2,000 plant employees — many of them directly involved with loading and unloading tank cars.

Two of SP's audio-visual programs — "Emergency Fire Fighting Procedures on Railroad Equipment" and "Keeping Hazardous Materials Contained in Tank Cars" — are being used extensively by fire departments to train their personnel, not only in our territory, but in other states as well. Copies have also been provided to the AAR's Hazardous Materials Advisory Committee and to the Department of Transportation, at their request, for nationwide distribution. A number of our shippers are using another SP audio-visual program which explains the proper preparation of the shipping documents which must accompany carloads of hazardous materials to meet DOT regulations.

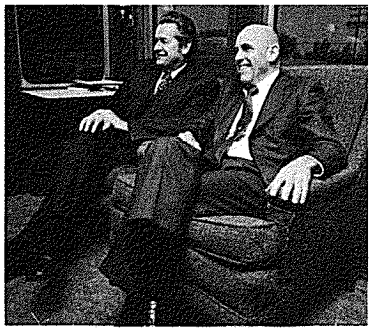


Manuel Sanchez, car inspector, Bayshore Yard, San Francisco, tightens bolt on tank car to stop leak. He is a "graduate" of SP's three-hour "Dome Mobile" instruction program.

"We also have many instructional programs for employees," Ramsey says. "For a number of years, we have placed top priority on the training of our people, not only in the safe handling of hazardous commodities, but in the day-to-day vigilance needed for the safety of all our operations. As a result they are the best and safest railroaders in the country.

"The transportation of hazardous materials is not the easiest job in the world, but it is certainly an essential one, and we have the kind of people who can handle it in a fully professional way." ■

AROUND the SYSTEM



FRA Administrator Visits SP

John M. Sullivan, left, administrator of the Federal Railroad Administration, and two members of his staff, recently spent three days touring Southern Pacific's railroad facilities from Tucson to San Francisco. Mr. Sullivan is pictured here with President D. K. McNear aboard Mr. McNear's business car at West Colton.

Arizona's 'Operation Lifesaver' Campaign Now in Full Swing

Arizona's "Operation Lifesaver" campaign, aimed at reducing accidents and injuries at rail-highway crossings, was kicked off on March 31 with luncheons in Phoenix, Tucson, Yuma and Flagstaff. The programs were well attended and news media coverage was extensive.

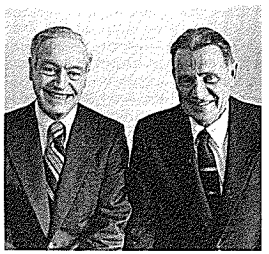
Arizona Gov. Bruce Babbitt has given the program his full support, and the last of the TV commercials on "Operation Lifesaver" featuring the governor was filmed on March 29. These brief announcements will be aired on all of Arizona's commercial TV stations.

The major kick-off speeches on "Operation Lifesaver" were given in Phoenix by a representative of the governor's office and by the mayors of the other three cities.

SP Marine Transport Names Burnett VP & General Manager

Jack D. Burnett has been named vice president and general manager of Southern Pacific Marine Transport, Inc. (SPMT), a position in which he will have day-to-day responsibility for all operations of the company, B. R. Johnson, president of SPMT, has announced.

Burnett joined Southern Pacific in 1960. Since 1968 he has served as manager-marketing for Southern Pacific Marine Transport.



Ed Hall Retires

Ed Hall, right, manager of employee administration, recently retired after 45 years with SP. Succeeding him, with the title of labor relations officer, is Les Scherling.

Bulletin Board

Elected or appointed to various posts: **John G. Armenta,** vice president and general manager, Los Angeles Union Terminal, as president, National Association of Produce Market Managers; **Ignacio Munoz,** regional traffic representative, Monterrey, Mexico, as vice president, Traffic Clubs International (with jurisdiction over Region No. 18 covering all of Mexico); **R. L. Holloway,** sales representative, Chicago, as first vice president, Chicago Transportation Club; **L. K. Brown,** sales manager, Birmingham, Ala. District, as first vice president, Birmingham Traffic and Transportation Club; **E. J. Moore,** sales representative, Boston, as a director, Transportation Club of New England.

SP SAFETY SCOREBOARD

April's salute to safety goes to the Mechanical Department. Compared to its 1977 record, it has achieved the following reductions this year:

Total Injury Incidents ... 18%
Lost Day Cases 40%
Days Lost Due to Injury . 51%

During the first 82 days of 1978, the locomotive plants at El Paso, Eugene and Ogden, and the heavy car plants at Los Angeles and Houston did not have a single lost day due to injury.

SPC Files Antitrust Suit Against AT&T

Southern Pacific Communications Company, an SP subsidiary, and Transportation Microwave Corp., an affiliate, recently filed a civil antitrust suit against American Telephone & Telegraph Company in the Washington, D.C. Federal District Court.

The 24 regional Bell telephone operating companies also were named as defendants. They include Pacific Telephone and Telegraph Company, Southwestern Bell Telephone Company, New York Telephone Company and Illinois Bell Telephone Company.

The suit alleges that AT&T has violated the federal antitrust laws, since SP Communications' appearance as a competitor in 1973, by restraining trade and by attempting to monopolize telecommunications service. SPC seeks treble damages and orders preventing AT&T from continuing its alleged anticompetitive conduct.

SPC's damages to date may range as high as $200 million, according to SPC President C. Gus Grant.

"SPC has been hindered repeatedly by AT&T," Grant said, "despite numerous court and Federal Communications Commission decisions holding that companies such as SPC have a right to share in the growing national telecommunications market. Our analysis indicates that AT&T and its subsidiaries have circumvented and delayed compliance with these court and FCC orders in an attempt to preserve their monopoly, and by their predatory conduct, interference and obstruction have kept the public from enjoying the full benefits of SPC's competing service."

Eagle Eye Award

Honored in recent weeks with SP's *Eagle Eye Award* for "special alertness in finding defects which were not easily seen through regular observation, and for taking action which prevented possible accidents" were:

D. O. Brown, carman, San Francisco; **W. B. Morriss,** engine foreman, and **A. Rosas, Jr.,** machinist, both of El Paso; **J. J. Plank,** trainmaster, Dunsmuir; **J. E. Alsterberg,** machinist, Tucson; **R. T. Urbach,** machinist, Los Angeles; **G. L. Vervoren,** carman, Tucson; **M. R. Haworth,** switchman, Oakland; **W. N. Gamble, Sr.,** AW&E mechanic, Elmira; **L. R. Suarez,** carman, Houston; **L. J. Turpin,** brakeman, Portland; **L. Bianchi,** telegrapher-clerk, Salinas; **R. L. Wagner,** conductor, Dunsmuir; **R. K. Murphree** and **K. M. Wagner,** both brakemen at Portland; **J. C. Combs,** car inspector, Roseville; **R. F. Franz,** carman, San Antonio; **H. J. Strock,** B&B foreman, Oakland; **K. V. Russell, Jr.,** brakeman, Portland; **D. W. Odom,** brakeman, Valentine; **L. C. Durrant,** signal maintainer, Winnemucca; **O. G. Noriega,** tower operator, San Antonio; **R. G. Hughes,** conductor, Black Butte; **T. B. Jenkins,** car inspector, Fort Worth; **R. M. Jalomo,** carman, San Antonio; **V. F. Espinosa,** track foreman, and **H. B. King,** B&B foreman, both of Los Angeles; **J. H. Vontungeln,** car inspector, Pine Bluff; **J. M. Miller,** brakeman, San Antonio; **E. A. Lynch,** engineer, and **K. P. Perry,** conductor, both of Portland; **J. E. Marshall,** roundhouse foreman, Los Angeles.

National Transportation Week

This year's observance of National Transportation Week (May 14-20) pays tribute to the transportation industry and its 10 million employees for the services they perform to the nation, its businesses, industries and people.

It is also a reminder that $300 billion, or close to one-fifth of the gross national product, is spent on transportation of all forms in this country.

Total transportation consumes 52 percent of the petroleum used in the U.S., yet railroads use only 3.2 percent of this while serving 45,000 communities on 200,000 miles of line and carrying 791 billion ton miles of freight annually.

Railroads are, indeed, an invaluable energy resource.



LA Terminal Promotes Safety With Monthly Poster Contest

Engineer Vincent Simmons, right, submitted the first winning design in the Los Angeles Terminal's monthly safety poster competition for its employees. From among 57 entries, Simmons' poster with the theme, "Safety—Let's Get It Together," was selected to receive the first prize of a digital clock radio in this new monthly contest to promote the terminal's own safety program. George DeLellis, senior assistant terminal superintendent, is shown here presenting Simmons with his award.

Our People Show Professionalism During Emergency at Lewisville

Shortly after midnight on Wednesday, March 29, a 116-car Cotton Belt freight train carrying 18 cars of hazardous materials derailed at Lewisville, Ark., near Texarkana.

At the head end of the train, four locomotive units and 16 cars went off the track — among them four tank cars of vinyl chloride and two of butadiene (flammable compressed gases) — both used in the manufacture of plastics.

Seven cars caught fire, including one of the vinyl chloride cars. Following procedures already established for use in emergencies with a hazardous potential, Cotton Belt personnel immediately recommended to local authorities at Lewisville that 1,700 people in the area be evacuated. At the same time, Monroe Gilbert and Lewis Green of the Hazardous Materials Control Section in Houston were notified.

After obtaining information from the TOPS computer on the contents of the cars, they advised the Lewisville Volunteer Fire Department by phone on how best to deal with the emergency. Then they chartered a plane and arrived within hours to assume direction of the firefighting.

In overall charge at the site were General Manager John D. Ramsey and Cotton Belt Superintendent William F. Reed. Central control points were established to insure communication and coordination between railroad personnel and local authorities.

Fortunately, no one was seriously injured in the accident. Locomotive Engineer C. R. Halford and Brakemen M. O. Pate and J. L. MacAfee were treated at a nearby hospital and released.

The residents of Lewisville, who had evacuated the area in a calm and orderly manner, were able to return to their homes by Thursday noon. The main line and a highway adjacent to it were opened within 24 hours of the incident, but it took several days more to restore service on the Shreveport Branch, which joins the main line at Lewisville.

Skilled Cotton Belt crews worked from both ends of the mile-long derailment, repairing the track and removing or rerailing about 40 cars. They were delayed for a time while a substantial quantity of flammable liquid dye that had leaked out of an overturned tank car was pumped into a safe holding area some distance away, but they were able to complete the job by 9 p.m., Sunday, April 2.

During the emergency, Cotton Belt forces were assisted by specialists flown in by the Company from as far away as Oregon. They also received excellent cooperation and help from the people of Lewisville, local schools and hospitals, various government authorities, volunteer fire departments, law enforcement personnel, representatives of state and federal agencies, and experts sent to the scene by shippers. The Red Cross and Salvation Army also assisted.

To provide immediate aid to the people of Lewisville, the Cotton Belt sent District Claims Agent Roy R. Holden to the area shortly after the accident took place. Working out of the mayor's office in Lewisville, he has already settled more than 400 claims — most of them minor.

Retired SP Chief Medical Officer Dr. Vance Strange, who now lives in Stamps, Ark. — "next door" to Lewisville — helped make sure that the transfer of patients from the Lewisville Hospital to the Magnolia Hospital was completed without incident. He also helped look after the comfort of the other evacuees and was able to report first hand on the community's excellent spirit of cooperation and understanding. ■

Carl Olsen Dies

Carl O. Olsen, 70, who retired in 1972 as public relations manager, Central District, died March 30 at Oakland after a long illness. He had 48 years of service with Southern Pacific. A well-known community relations specialist, Olsen was active at one time in 24 different civic groups and eight fraternal organizations. In December he received the 33rd degree in Masonry, that organization's highest honor.

APPOINTMENTS

CONTRACT DEPARTMENT: At San Francisco: **W. E. Fowler** *to assistant manager.*

MECHANICAL DEPARTMENT: At Houston: **B. J. Trim** *to assistant plant manager.*

OPERATING DEPARTMENT: At Tucson: **C. W. McKissick** *to assistant to superintendent;* **Mrs. M. A. Barnes** *to chief clerk to superintendent,* at Eugene: **B. J. Bonacina** *to trainmaster-road foreman of engines;* at Dunsmuir: **J. J. Drake** *to trainmaster,* at Beaumont, Texas: **M. L. Wells** *to trainmaster;* at Hearne: **D. W. Wills** *to trainmaster;* at Houston: **G. E. Mazzanilli** *to chief clerk.*

Appointed *road foreman of engines:* **J. R. Efaw** (Tucson Division) and **L. G. Smith** (San Antonio Division), both at El Paso; **D. E. Green**, Los Angeles; **L. J. Hartzog**, Houston; **I. L. Whitt, Sr.**, Roseville; **J. E. Bruce**, Eugene; **J. J. Plank**, Dunsmuir.

PACIFIC MOTOR TRUCKING COMPANY: At Burlingame: **G. R. Adams** *to manager, damage prevention and freight claims-system.*

POLICE DEPARTMENT: At San Francisco: **L. E. Gammon** *to special agent,* at Houston: **C. M. Wood** *to special agent;* at Pine Bluff: **L. D. Ichertz** *to special agent.*

SP MARINE TRANSPORT: At San Francisco: **J. D. Burnett** *to vice president and general manager.*

TRAFFIC DEPARTMENT: At San Francisco: **B. C. Nadeau** *to assistant to vice president-sales;* **W. H. Matzen** *to district sales manager;* **T. J. Fitzsimmons** *to sales representative;* at Cleveland: **W. C. Fox** *to regional sales manager;* at Minneapolis: **J. C. Stevens** *to district sales manager;* at Pittsburgh: **J. R. Vander Biezen** *to sales representative;* at Chicago: **R. M. Lansback** *to sales representative.*

TRANSPORTATION DEPARTMENT: At San Francisco: **J. L. Bratton** *to supervisor of car service,* at Los Angeles: **K. E. Nygaard** *to supervisor of car service.*

RETIREMENTS

GENERAL OFFICE, SAN FRANCISCO: **J. E. Farrar**, *traffic service clerk;* **F. E. Fuhrman**, *assistant general attorney;* **T. R. Harper**, *payroll tax clerk;* **C. H. Nystrom**, *senior rate and division clerk;* **R. E. White**, *labor relations officer.*

HOUSTON DIVISION AND REPAIR PLANTS: **M. J. Broderick**, *locomotive engineer;* **W. A. Cochran**, *engine foreman;* **J. M. Holley**, *locomotive engineer;* **F. Richards**, *laborer;* **N. M. Jameson**, *senior rate clerk;* **J. P. Laney**, *conductor;* **F. Kolacny**, *yard helper;* **A. J. Miller**, *carman;* **A. Meave** and **W. L. Radenz**, *car inspectors;* **J. T. Saddler**, *engine foreman;* **B. J. Scott**, *chief clerk;* **E. M. Sholner**, *secretary;* **R. P. Spruell**, *yardmaster;* **J. B. Vittitow**, *assistant manager of personnel-employment.*

LAFAYETTE DIVISION: **J. D. Broussard**, *car inspector;* **E. Chevis**, *laborer;* **J. Doucet**, *machine operator;* **C. W. Enderle**, *yard helper;* **R. F. Hamilton**, *machinist;* **M. Harrison**, *laborer;* **S. C. Hendry**, *conductor;* **J. C. Lalanne**, *engine foreman;* **M. E. Lanier**, *locomotive engineer;* **S. J. Lindsey**, *porter;* **W. A. Russell**, *machine operator;* **S. A. Standley**, *engine foreman.*

LOS ANGELES DIVISION AND REPAIR PLANTS: **M. Abascal**, *head rate clerk;* **D. E. Beckenhauer**, *engine foreman;* **R. V. Bromley**, *locomotive engineer;* **L. G. Calderon**, *laborer;* **E. E. Champion**, *file clerk;* **R. M. Collins** and **P. M. Combs**, *conductors;* **V. C. Chatman**, *train attendant;* **J. B. Curutchet**, *machinist helper;* **S. B. Diaz**, *car inspector;* **C. B. Dilla**, *carman;* **H. E. Doane** and **T. C. Faulkner**, *engine foremen;* **C. N. Elliott**, *locomotive engineer;* **E. J. Fox**, *carman;* **C. E. Gibbs** and **H. C. Hamilton**, *locomotive engineers;* **J. L. Hayden**, *machinist foreman;* **D. Heller**, *engine foreman;* **W. E. Huffman**, *signalman;* **J. Huitt**, *waiter;* **A. L. Honea**, **A. K. Johnson** and **E. J. Keene**, *locomotive engineers;* **J. J. Kerins**, *conductor;* **O. B. Klizmiller**, *engine foreman;* **D. R. Latham**, *locomotive engineer;* **W. Leuty**, *yard helper;* **J. A. Lindgren**, *electrical foreman;* **J. S. Luna**, *conductor;* **F. R. Maldonado** and **H. P. Milliman**, *sheet metal workers;* **D. B. Mathison**, *chief clerk;* **F. H. Mayberry**, *yardmaster;* **G. McDowell** and **H. I. Miller**, *locomotive engineers;* **R. H. Moore**, *conductor;* **R. L. Moore**, *machinist helper;* **C. R. Perry**, *yard helper;* **J. A. Preece** and **H. L. Racicot**, *conductors;* **M. A. Rogers**, *steno-clerk;* **E. R. Santellano** and **A. Simon**, *laborers;* **J. O. Scott**, *yard helper;* **H. M. Shappard**, *signalman;* **W. M. Shaw** and **D. T. Sparr**, *conductors;* **J. R. Starkey**, *foreman;* **R. P. Swartz**, *yard helper;* **J. E. Tierney**, *B&B foreman;* **J. H. Todd**, *electrician;* **W. G. Trammer**, *manager-wire chief;* **P. Vargas**, *machine operator;* **J. M. Venegas**, *machinist;* **R. L. Walker**, **D. V. Wallace**, **H. W. Walters** and **R. B. Wilchier**, *locomotive engineers.*

OREGON DIVISION: **J. A. Baker**, *locomotive engineer;* **J. W. Beardsley**, *conductor;* **W. R. Callantine**, *road foreman of engines;* **A. L. Cline**, *electrician;* **J. Colaiorli**, *chief clerk;* **F. W. Dye**, *conductor;* **J. M. Edwards**, *general CTC maintenance technician;* **A. L. Henderson**, *locomotive engineer;* **E. T. Kirby** and **C. E. Perniguttl**, *yardmasters;* **R. W. McCarty**, *electrician;* **R. R. Saunders**, *locomotive engineer;* **F. B. Southwick**, *extra clerk;* **R. E. Stanley**, *road foreman of engines;* **L. J. Turnbull**, *assistant area manager-Intermodal Sales.*

SACRAMENTO DIVISION AND REPAIR PLANTS: **W. J. Andrews**, *painter;* **W. R. Ayres**, *lead carpenter;* **S. E. Bradley**, *lead signal maintainer;* **O. E. Brewer**, *conductor;* **L. E. Campbell**, *locomotive engineer;* **D. W. Drake**, *crew dispatcher;* **J. Drummond**, *yard helper;* **L. E. Earles**, *relief crane operator;* **G. E. Hill**, *car inspector;* **G. N. Jones**, *foreman;* **F. P. Lara**, *track foreman;* **N. C. Mackintyre**, *carpenter;* **B. W. O'Hara**, *locomotive engineer;* **J. J. Ping**, *machinist;* **J. A. Rodriguez**, *track foreman;* **L. J. Sorensen**, *brakeman;* **S. E. Shields**, *engine washer.*

SAN ANTONIO DIVISION: **P. D. Baker**, *assistant special agent,* **J. G. Ballew**, *signal maintainer;* **R. W. Bowman**, *brakeman;* **E. C. Dunn**, *locomotive engineer;* **B. Garrett**, *yard helper;* **D. H. Hawkins**, *brakeman;* **G. R. Lawhon**, *cashier;* **R. Lewis**, *yardmaster;* **G. G. Nittsche**, *machine operator;* **C. E. Overstreet**, *engine foreman;* **K. P. Persinger**, *extra board clerk;* **V. P. Raymond**, *locomotive engineer;* **K. A. Voelker**, *telegrapher clerk;* **A. W. Underhill**, *IBM clerk;* **A. Williams**, *coach cleaner;* **J. Williams**, *supervisor quality control;* **C. J. Yates**, *agent.*

TUCSON DIVISION: **V. E. Allard**, *locomotive engineer;* **R. F. Butler**, *brakeman;* **E. C. Frogge**, *yard helper;* **B. H. Godwin**, *conductor;* **D. V. Graham**, *engine foreman;* **H. H. Harrison**, *locomotive engineer;* **S. Lopez**, *laborer;* **L. Madril**, *machine operator;* **D. K. Miller**, *clerk;* **J. B. Mounier**, *locomotive engineer;* **C. R. Parker**, *crew dispatcher;* **L. J. Rushing**, *engine foreman;* **F. Shindo**, *carman;* **T. F. Skinner**, *automotive & work equipment clerk;* **R. D. Stewart**, *conductor;* **W. T. Swain**, *head file clerk;* **A. Zamora**, *car inspector;* **C. L. Wells**, *yard office supervisor.*

WESTERN DIVISION: **H. Andrews**, *yard helper;* **J. S. Barajas**, *machinist;* **F. J. Franusich**, *engine foreman;* **B. T. French**, *janitress;* **C. C. Gallagher**, *head clerk;* **W. J. Grebe**, *pipefitter;* **M. A. Hagan**, *yard helper;* **F. L. Henderson**, *laborer;* **J. R. Higgins**, *coach cleaner foreman;* **E. W. Jander**, *motor car mechanic;* **E. W. Johnson**, *engine foreman;* **J. R. Keogh**, *conductor;* **M. E. Lynch**, *ticket clerk cashier;* **E. C. Mavy**, *audigage engineer;* **H. J. Payne**, *brakeman;* **M. Petchenik**, *yard clerk;* **W. L. Pitts**, *business car chief;* **J. Reed**, *machine operator;* **J. V. Santana**, *welder;* **K. L. Schnaidt**, *electrician helper;* **W. F. Schreiber**, *water service mechanic;* **R. E. Tebbett**, *head claims adjuster;* **M. E. Young**, *coach cleaner.*

NORTHWESTERN PACIFIC RAILROAD CO.: **G. V. Estrada**, *machine operator;* **A. W. Haas**, *shovel engineer;* **J. E. Martin**, *laborer;* **N. L. Ruiz**, *rate revising clerk;* **A. M. Verbich**, *laborer;* **A. K. Ulvila**, *roadmaster.*

COTTON BELT: **B. L. Andrews**, *laborer;* **W. W. Dyer**, *general clerk;* **C. Y. Grissam**, *locomotive engineer;* **C. L. Hargest**, *machine operator;* **R. B. Howard**, *carman;* **L. N. Jennings**, *extra gang foreman;* **F. Kounce** and **P. R. Marcom**, *locomotive engineers;* **J. P. Pipkin**, *yard helper;* **W. T. Rawlings**, *brakeman;* **C. C. Wardlaw**, *carman.*

OTHERS: **J. A. Beal**, *carpenter, SD&AE;* **E. A. Gibson**, *special assistant to district manager, Oakland, PMT;* **R. L. Jackson**, *corrosion technician-Operations, Roseville, SPPL;* **G. H. Lucas**, *assistant district sales manager, Kansas City;* **W. C. McCulloch**, *chief geologist, SPLC;* **V. R. Stuart**, *carpenter, SD&AE.*

DEATHS

DALLAS DIVISION: Pensioners: **E. Grizzard**, *clerk;* **C. L. Harris**, *telegrapher-clerk.*

GENERAL OFFICE, SAN FRANCISCO: **R. W. Brown**, *office manager. Executive Dept.;* **G. L. Smith**, *senior distribution clerk.* Pensioners: **W. G. Bruce**, *assistant engineer;* **M. F. Bruley**, *secretary;* **H. J. Coxon**, *chief clerk;* **F. J. Heavy**, *claims inspector;* **G. W. Kahler**, *assistant electrical engineer;* **G. E. Lamm**, *bookkeeper;* **A. F. Smith**, *record storage clerk;* **H. C. Tietjen** and **K. E. Wiggins**, *clerks.*

HOUSTON DIVISION AND REPAIR PLANTS: **H. George**, *laborer;* **R. T. Jenson**, *clerk;* **E. E. Kornegay**, *lead signalman.* Pensioners: **L. Biggers**, *machinist helper;* **M. E. Selph**, *foreman;* **H. Wagner**, *special agent;* **C. A. Webb**, *machinist.*

LAFAYETTE DIVISION: **L. A. Breecher** and **C. R. Stoddard**, *switchmen;* **R. W. Gray**, *brakeman-switchman.* Pensioners: **E. D. Denton**, *switchman;* **E. Gillespie**, *laborer;* **J. K. White**, *locomotive engineer;* **A. E. Wimberly**, *electrician;* **C. M. Witherspoon**, *yardman.*

LOS ANGELES DIVISION AND REPAIR PLANTS: **J. W. Curlee**, *clerk;* **J. T. Pointer**, *conductor.* Pensioners: **E. G. Beisel**, *telegrapher;* **H. N. Bette**, *machinist;* **E. E. Brown**, *switchman;* **W. G. Harvey**, *lounge car attendant;* **H. G. Hoover**, *carman;* **W. W. Johns**, *chief;* **J. F. Kehoe**, *agent;* **R. L. Kennedy**, *assistant chief clerk;* **A. Madrid**, *car inspector;* **F. V. Malone**, *locomotive engineer;* **E. H. Parslee**, *conductor;* **W. F. Patton**, *porter;* **W. T. Rajon**, *cook;* **D. Scaccia**, *foreman;* **R. D. Smith**, *locomotive engineer;* **C. W. Sutton**, *pipefitter;* **W. C. Sweringin**, *boilermaker;* **V. D. Woods**, *towerman.*

OREGON DIVISION: **K. W. Brabham**, *trackwalker;* **R. Escatel**, *extra gang foreman.* Pensioners: **C. D. Baxter**, *senior assistant car distributor;* **T. W. Benard**, *trainmaster;* **L. B. Birdsell**, *brakeman;* **O. E. Bishop**, *carman;* **E. T. Hogan**, *chief of service and reservations;* **W. F. Ingram**, *fireman;* **J. F. Koenig** and **E. C. Lane**, *conductors;* **H. A. Lundeen**, *clerk-warehouseman;* **E. J. Nino**, *locomotive engineer;* **H. C. Peterson**, *blacksmith;* **J. M. Rankins**, *boilermaker helper;* **L. L. Robinson**, *brakeman;* **J. A. Wellnitz**, *machinist;* **C. Wilkerson**, *carman;* **H. E. Womack**, *laborer.*

SACRAMENTO DIVISION AND REPAIR PLANTS: **T. P. Schubert**, *locomotive engineer.* Pensioners: **W. N. Covey**, *machinist;* **O. Dagostini**, *car oiler;* **J. J. Deam**, *conductor;* **G. E. Dusitt** and **H. L. Hoy**, *machinists;* **J. R. Guzman**, *molder helper;* **M. K. Kapnos**, *machinist helper;* **J. B. Kennedy**, *conductor;* **E. D. Lowell**, *locomotive engineer;* **G. E. Reeves**, *car inspector;* **E. Rowe**, *B&B carpenter;* **C. P. Voudouris**, *section foreman.*

SAN ANTONIO DIVISION: **M. D. Wilson**, *brakeman.* Pensioners: **D. C. Colston**, *locomotive engineer;* **L. A. Phillips**, *conductor;* **J. O. Slaton**, *brakeman;* **R. Snow**, *janitor;* **D. Ybarra**, *laborer.*

SAN JOAQUIN DIVISION: Pensioners: **W. W. Barr**, *locomotive engineer;* **C. J. Fidler**, *machinist;* **J. B. Nichols**, *crane operator.*

TUCSON DIVISION: **C. R. Sharp**, *carman helper.* Pensioners: **V. D. Blankinship**, *engine foreman;* **L. D. Breard** and **M. M. Brown**, *clerks;* **W. C. Holcomb**, *extra gang foreman;* **F. E. Johnson**, *telegrapher-clerk;* **E. P. Kuehler**, *assistant engineer;* **R. D. Marshall**, *locomotive engineer;* **P. Mendez** and **M. F. Moreno**, *laborers;* **P. E. Munday**, *switchman;* **P. Placencio**, *laborer;* **H. A. Russell**, *brakeman;* **P. F. Vitellaro**, *locomotive fireman.*

WESTERN DIVISION: Pensioners: **M. Alvarado**, *carman;* **T. E. Beard**, *clerk;* **H. G. Boykin**, *assistant general yardmaster;* **H. F. Brown**, *ticket clerk;* **F. Classen**, *clerk;* **O. Diehl**, *mail foreman;* **V. D. Dartick**, *assistant chief clerk;* **E. Giannattasi**, *carman;* **R. L. Gilbert**, *switchman;* **B. W. Hill**, *timekeeper;* **H. K. Hutchinson**, *district lineman;* **G. Joseph**, *painter;* **R. F. Levi**, *locomotive engineer;* **J. C. McCurry**, *signal foreman;* **H. T. Price**, *chief telephone operator;* **H. J. Reycraft**, *conductor;* **L. R. Riser** and **B. E. Stone**, *locomotive engineers;* **J. H. Swain**, *signal maintainer;* **S. L. Taylor**, *trucker;* **S. Waldrip**, *draftsman;* **C. M. White**, *locomotive engineer;* **W. Wiley**, *chef;* **W. Williams**, *porter.*

OTHERS: Cotton Belt: **J. L. Howell**, *locomotive engineer;* **J. H. Jones**, *extra gang laborer.* Pensioners: **D. B. Berriors**, *extra gang laborer, NWP;* **C. N. Brown**, *locomotive engineer, SD&AE;* **L. H. Davis**, *general agent, Traffic Department, Kansas City;* **J. C. Duckett**, *conductor, Cotton Belt;* **E. H. Harrison**, *night chief train dispatcher, Inter-Cal Ry.;* **C. E. Kennedy**, *supervisor, San Rafael, NWP;* **I. J. McJohn**, *statistician, Traffic Department, Chicago.*

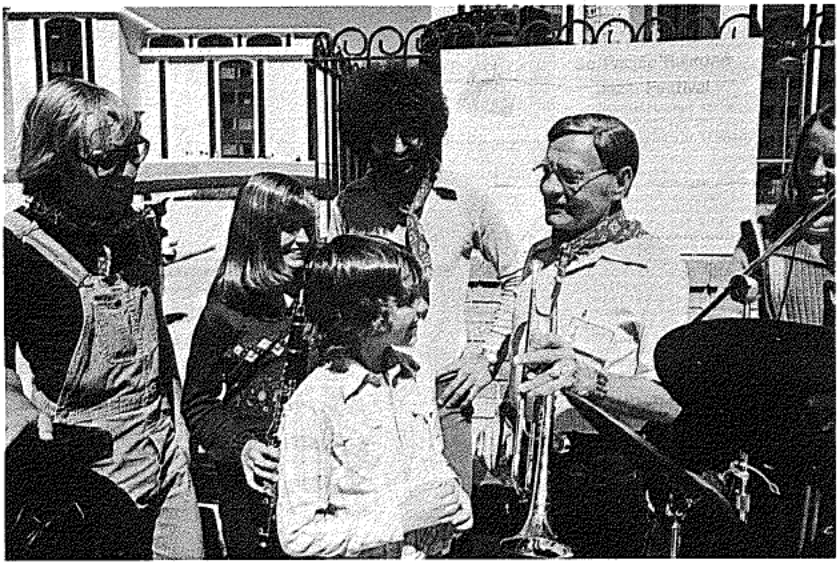


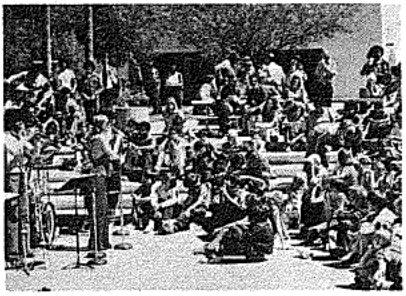
Reeves Receives Herb Nash Award

W. J. Reeves, center, district manager for SP Industrial Development Company, has been named the recipient of the 1977 Herb Nash Memorial Award.

The award, recognizing Reeves' efforts which brought new industry to Southern California, was presented by the Southern California Economic and Job Development Council. The totem pole, a symbol of the award, will be displayed in Reeves' office throughout 1978.

D. L. Daggett, right, vice president and general manager of SP Industrial Development Co. and W. J. Kiningham, assistant general manager, were on hand for the presentation of the award.





Jazz Festival Honors Pioneer SP Musicians

Back in 1882 SP employees gathered on their lunch hour to play music at the railroad machine shop in downtown Tucson, Arizona. This "Railroad Band" performed around town for parties or political rallies and was the first of a series of groups that led eventually to the Tucson Symphony.

To commemorate this birth of civic music in Tucson, the First Annual Southern Pacific Railroad Jazz Festival was held in mid-March. A jazz group, Pegasus, performed two noon-time concerts for the public and Tucson area students (photo at left) who came to hear about their musical heritage.

Gene Williams (holding the trumpet), a recently retired chief clerk, Maintenance of Way Dept., Tucson, and president of the Tucson Musicians Union, helped organize the festival.

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